Attorney Docket: 381NT/50973
PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant:	KAZUO OJIMA ET AL		
Serial No.:	To Be Assigned	Group Art Unit:	To Be Assigned
Filed:	February 28, 2002	Examiner:	To Be Assigned
Title:	TURBO CHARGER FOR INTERNAL-COMBUSTION ENGINE		

PRELIMINARY AMENDMENT

Box Non-Fee Amendment
Commissioner for Patents
Washington, D.C. 20231

Sir:

Please enter the following amendments to the specification and claims prior to the examination of the application.

IN THE SPECIFICATION:

Please amend the specification as follows:

Title on page 5, line 1,

(Means for Solving the Problems)

(A copy of the marked-up version of the specification as amended is attached to this Preliminary Amendment).

IN THE CLAIMS:

Please AMEND Claims 3 and 7 as follows:

3. The turbocharger for an internal combustion engine according to claim 1, wherein said radial bearing is made of a brass copper alloy containing 54 to 64 wt% of Cu, 0.2 to 3.0 wt% of Si, 0.2 to 7.0 wt% of Mn, 0.5 to 3.5 wt% of Al, and the rest of substantially Zn.

7. The turbocharger for an internal combustion engine according to claim 1, further comprising a thrust bearing for regulating motion in the thrust direction of said rotary shaft, the thrust bearing being made of the same material as that of said radial bearing.

(A copy of the marked-up version of amended Claims 3 and 7 are attached to this Preliminary Amendment).

Please ADD new Claims 8-10 as follows:

8. (NEW) The turbocharger for an internal combustion engine according to claim 2, wherein said radial bearing is made of a brass copper alloy containing 54 to 64 wt% of Cu, 0.2 to 3.0 wt% of Si, 0.2 to 7.0 wt% of Mn, 0.5 to 3.5 wt% of Al, and the rest of substantially Zn.

9. (NEW) The turbocharger for an internal combustion engine according to claim 2, further comprising a thrust bearing for regulating motion in the thrust direction of said rotary shaft, the thrust bearing being made of the same material as that of said radial bearing.

10. (NEW) The turbocharger for an internal combustion engine according to claim 6, further comprising a thrust bearing for regulating motion in the thrust direction of said rotary shaft, the thrust bearing being made of the same material as that of said radial bearing.

REMARKS

Entry of the amendments to the specification, claims and abstract before examination of the application is respectfully requested. These claims have been amended to remove multiple dependencies.

If there are any questions regarding this Preliminary Amendment or this application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

It is respectfully requested that, if necessary to effect a timely response, this paper be considered as a Petition for an Extension of Time sufficient to effect

a timely response and shortages in other fees, be charged, or any overpayment in fees be credited, to the Account of Crowell & Moring, L.L.P., Deposit Account No. 05-1323 (Docket 381NP/50973).

Respectfully submitted,

Date: February 28, 2002

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE SPECIFICATION:

Title on page 5, line 1,

(Means for Solving the [Provlems] Problems)

IN THE CLAIMS:

Please AMEND Claims 3 and 7 as follows:

3. The turbocharger for an internal combustion engine according to claim 1 [or 2], wherein said radial bearing is made of a brass copper alloy containing 54 to 64 wt% of Cu, 0.2 to 3.0 wt% of Si, 0.2 to 7.0 wt% of Mn, 0.5 to 3.5 wt% of Al, and the rest of substantially Zn.

7. The turbocharger for an internal combustion engine according to [any one of] claim[s] 1 [or 2 or 6], further comprising a thrust bearing for regulating motion in the thrust direction of said rotary shaft, the thrust bearing being made of the same material as that of said radial bearing.